

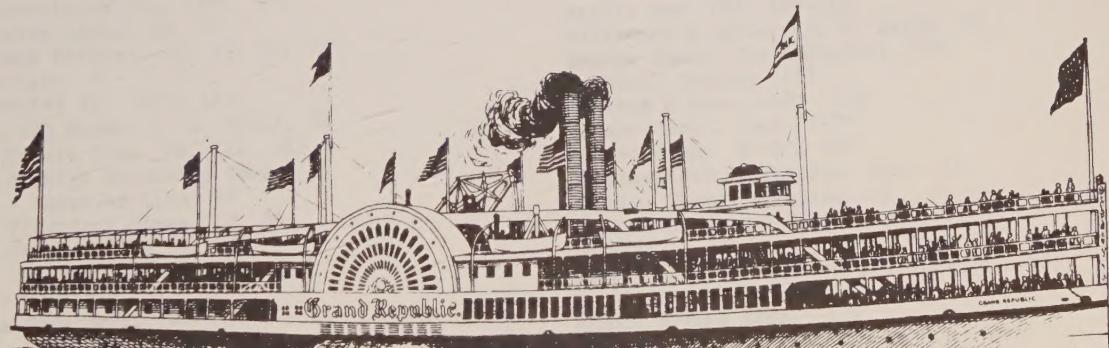
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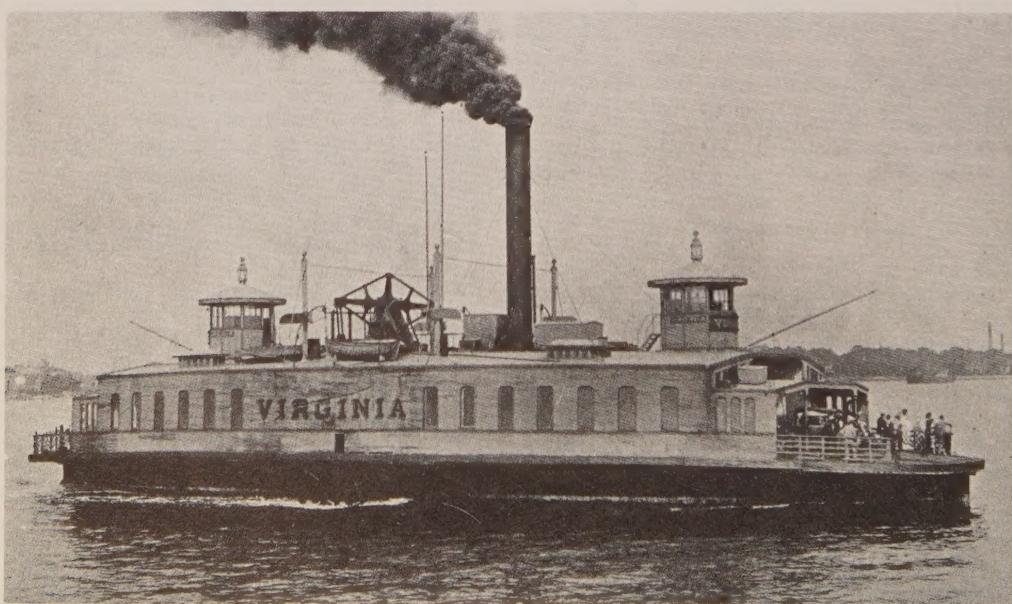
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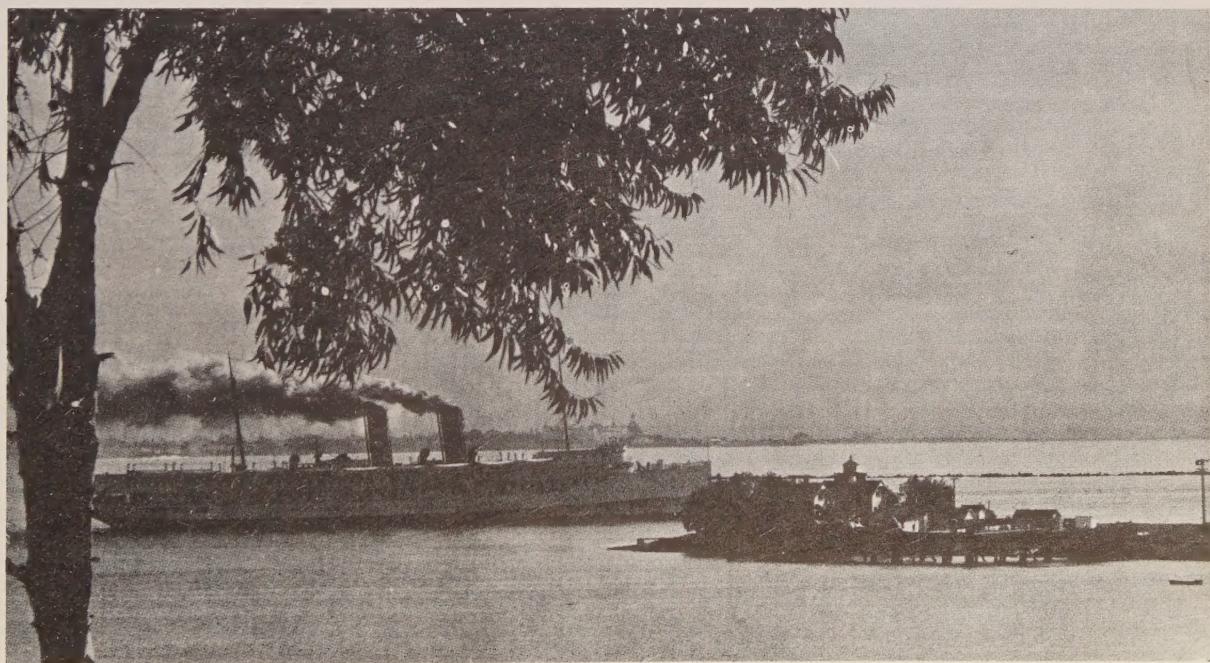


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The page references in this section are limited to authors of articles appearing in STEAMBOAT BILL, and to editors of the regional news reports or other features regularly carried. Authors (or publishers) of books reviewed by staff members, or of miscellaneous articles mentioned for their topical interest will be found in Part I, above, listed alphabetically under "Books Reviewed and Miscellaneous Articles".

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Numbers, usually of up to six digits, immediately following a vessel's name are official numbers; if prefixed by "C-", they are Canadian; all other are U. S. registry.

A vessel which has had more than one name is treated as follows:-

- 1) Listed by every name appearing in the text.
- 2) Listed under its original name, if it is known to the indexer, even if the original name does not appear in the text.
- 3) Under the original name are shown all the subsequent names known to the indexer, each prefixed by "b", "c", "d", etc., indicative of the sequence of renaming, "b" being the earliest renaming. Page numbers are for all references to this vessel by any name, original or subsequent.
- 4) A subsequent name is listed only when it appears in the text, and is cross-referenced to the original name only. The original name is indicated by "a"; the page reference is for the subsequent name only.
- 5) Subsequent names, known to the indexer but assigned after the year of this present volume, are not separately listed; their inclusion under the original name is offered for identification purposes only.

Underlining signifies a correction in the spelling on any or all the pages listed.

In general, the history of each vessel has been abstracted from past and current issues of STEAMBOAT BILL and has been accepted for the purpose of this index. Some further research of varying depth may have been involved; the accuracy of such data has not been verified. Other than official numbers, identification is offered by national flag, owner or operator, date of construction, area of operation or approximate year in service.

* before a page number signifies an illustration of the vessel when so named.	USAT U. S. Army Transport.
blt. before a year denotes the date of construction.	USAHS U. S. Army Hospital Service.
c. before a year means the vessel was in service on or about that date.	USAQMC U. S. Army Quartermaster Corps.
CSN) Confederate Naval or CSS) Merchant ship.	USCG U. S. Coast Guard.
HMS British Naval vessel.	USLHS U. S. Lighthouse Service.
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FOR THE BLUE PENCIL1962BAINBRIDGE to read b ALGOMAH II c ERIE QUEEN

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E. E. JOHNSON to read a LENAPEAdd GOOD NEWS a LENAPE 85LEMNOS to read a LINDSAY (HMCS)Add LENAPE b E. E. JOHNSON c GOOD NEWS d TRIDENT STAR 85Add LINDSAY (HMCS) b NORTH SHORE c LEMNOS 54LSM-230 to read b FAITH c ORIENTLST-510 to read b BUNCOMBE COUNTY c VIRGINIA BEACH d CAPE HENlopenLUCKENBACH No. 4 to read b NAHANT c GOTHAM d W. E. HUNT (not
E. E. JOHNSON, as in text) e GOOD FORTUNE

MYSTIC ISLE to read 242004

NORTH COASTER b LEMNOS to read NORTH SHORE a LINDSAY (HMCS): (this
is error in text of SB vol. xix, no. 82, page 54)

The text of Parts I and II of this index is the work of Kathy Wilner; that of Part III was compiled by Joseph L. Tames. All typing was done by Susan V. Ewen.

Aiming to maintain the highest standard of accuracy possible, the index committee welcomes correspondence offering significant corrections of errors appearing herein. Serious offers to participate in the indexing program will also be appreciated.

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This index to Volume XX of STEAMBOAT BILL, covering the year 1963, has been prepared by the Steamship Historical Society of America, Inc., 414 Pelton Avenue, Staten Island, New York 10310.

Established in 1935 as a means of bringing together amateur and professional historians interested in the development of steam navigation, and those persons interested generally in all self-propelled vessels, the Steamship Historical Society has members both throughout the United States and in many foreign countries.

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MRS. ALICE S. WILSON, 414 PELTON AVENUE, STATEN ISLAND, NEW YORK 10310



Along with the Fall, 1973 issue of STEAMBOAT BILL, we enclose a Table of Contents for 1972. Since we are many years behind on indexing, an annual Table of Contents will be issued, starting with current issues and working backward as rapidly as possible. We have not given up the idea of a complete index, and those for certain years are in various stages of preparation; at the moment we cannot give firm publishing dates for these. As the years pass, STEAMBOAT BILL is becoming increasingly valuable as a source of material, and an index is a very necessary research tool.

FUTURE MEETINGS

January 26-27, 1974 at Boston; Annual Business Meeting. Detailed notice will be sent just after the Christmas mail rush. Boston is one of the few places where a harbor boat trip is possible in January (Brrrrr!)

June, 1974. The "museum" steamboat SEGWUN is now being restored to operating condition at Gravenhurst, Ontario, to resume her former route through the Muskoka Lakes. The target date is Spring, '74; if she is ready in time, our meeting will be there. If an alternate program becomes necessary, it will be somewhere in the Great Lakes area.

October, 1974. Mariners' Museum, Newport News, Virginia.

June 21-22 and 28-29, 1975. California! Due to the long trip necessary for most of our members, a double-header meeting is being planned; one weekend in Los Angeles area and the other in the San Francisco area. In between, you can visit Yosemite or Sequoia National Parks; Disneyland; or drive the California coastal highway. Program details still nebulous, but the above dates have been selected as target dates, and every effort will be made to hold to them. This will allow members to start advance planning, to fit the meeting into their personal plans. Take that long-thought-about cruise to Alaska, Hawaii or Mexico. Visit friends or relatives on the West Coast.

Spring or Summer 1976. Cruise on ARKANSAS EXPLORER (a MOUNT HOPE) on the Arkansas River, out of Little Rock. The new owners of this vessel have asked the Society to consider a charter trip - they were disappointed to hear that our schedule is filled until that date! Capt. C W Stoll, of Louisville, has been requested to look into the details and act as the Society's representative. Comments from members welcomed.

LOST, STRAYED OR (PROBABLY) STOLEN - The builder's plate from the NOBSKA, the vessel which was the chief attraction of our recent meeting. Fortunately for the Society's reputation, the plate was seen intact and in place after we left! But it disappeared shortly after. The Society's aid in recovery has been asked. Will any member who learns of its whereabouts, through offer of sale or otherwise, get in touch IMMEDIATELY with Mr. George King, Postmaster, Vineyard Haven, Mass. 02568; Tel. (home) 617-693-3382.

A WORD FROM THE EDITOR

There are many ships, companies or routes which have somehow escaped mention in S B for too long. The Editor would like to hear from members who can assist in preparing articles on the following subjects:

Eastern SS Lines, and/or YARMOUTH and EVANGELINE
Steamers serving Martha's Vineyard & Nantucket
Clyde - Mallory Line, or other Agwi Lines routes
Great Lakes Transit Corp.
Statue of Liberty ferry Editor's address below.

Iron Steamboat Co.
NORMANDIE
Streckfus Lines
Canada SS Lines
(L I) Sound Lines

FORWARDING STEAMBOAT BILL - We have had several cases recently in which someone has tried to forward the BILL in the original envelope, without adding new postage stamps. S B is mailed at bulk third class rate, which does not include forwarding privilege. In such cases the P. O. returns the magazine to the Secretary, who now has a mystery: Has the member moved permanently? Is the son away at college, temporarily? Is the member sending his S B to a friend? Or?? If you must forward a copy of S B, do this: 1) Attach 16¢ (presently) in new stamps, 2) Cover or black out the Bulk Mailing Permit box and the words "third class", 3) Print close to the new stamps "Special 4th Class Rate - Books".

Better yet, advise the Secretary promptly of all changes of address. You will get S B sooner, we will have fewer returns to handle, and we'll both be happier.

